

# GAS EXPLOSION KILLS SEVENTEEN COURT UPHOLDS PRIVATE BETTING

WEATHER—Fair and cooler to-night; Saturday clear.

## FINAL RESULTS EDITION

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## The



## World.

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NEW YORK, FRIDAY, NOVEMBER 20, 1908.

PRICE ONE CENT.

## SEVENTEEN KILLED, THREE MORE MISSING IN GAS EXPLOSION

Victims Buried Under Mountains of Dirt as Block in Gold Street, Brooklyn, Topples Into Deep Sewer Excavation.

## FIRE AND WATER BLOCK WORK OF THE RESCUERS

Buildings on Tottering Foundations Tremble on Edge of Pit—Mayor, Angered by Conditions He Found at Scene of Accident, May Order Investigation.

Twenty corpses are believed to be buried under a pile of dirt, filling a hole forty-seven feet deep in Gold street, between Front and York streets, Brooklyn, where a cave-in of a sewer excavation and a gas explosion happened this morning. Thirteen men, three children and a woman are known to have been smothered under the dirt, drowned or incinerated by burning gas. Three children who were seen playing on the sidewalk at the scene of the disaster a minute before it occurred are missing.

The whole street, for nearly a block, caved from both sides into an excavation which had been made for a concrete sewer. A gas main burst, a spark fired the gas and there was an explosion. Then a water main burst, flooding the temporary grave of the victims of the catastrophe.

The street caved to the building line. Because of the danger of the frame buildings falling in on the ruins active work of rescue cannot be started until these buildings are safely shored up. Under Eighteen Feet of Water.

Mayor McClellan, after a visit to the scene, delegated Dr. Walter Bensen, Sanitary Superintendent of the Health Department, to take absolute charge of the rescue squads, which were recruited from the Fire, Police and Street-Cleaning Departments and the Bureau of Highways. Many hours must elapse before the removal of the tons of earth covering the victims can be commenced. Water to the depth of eighteen feet backed up from the East River through the sewer floods the hole.

Mayor McClellan was angered and disturbed over conditions he found them when he visited the scene of the disaster. He inquired for Borough President Coler, who had been informed of the accident and of the urgent need for prompt measures of relief, but the Borough President was not on hand. He was discovered later with some political friends in a restaurant.

May Order Investigation.

It is probable that the Mayor will order an investigation into the accident. One of the contractors was arrested and released on bail. Mayor McClellan expressed himself as displeased with the inaction of the officials of the Brooklyn Department of Highways, as delay meant the certain death of any victim who might have survived the first shock of the cave-in and explosion. Immense crowds surround the scene of the disaster, which is in the Navy-Yard district of Brooklyn. In some respects it is like one of the fatal explosions in the Pennsylvania coal mines, where rescuers are compelled to postpone their work until danger of further loss of life has been averted.

The spark which fired the flood of gas from the broken main flashed from a broken electric conduit. In a few minutes all the derelicts and other wooden structures about the sewer opening were on fire.

Driven From Their Homes.

The flames licked the sides of the neighboring tenements and were hard to subdue because of the distance from which hose had to be directed. All the dwellers in the tenements on the block were driven from their homes.

The cave-in and explosion resulted in complete paralysis of the Edison Light and Power Company's conduit system, which supplies most of the factories in the neighborhood. In several of them, where work is carried on in partial darkness, the sudden doubling of the

For the device of postmark stamping

changed hands and faces. At all leading

booksellers.

## LATEST NEWS THEATRE GALLERY IN BLAZE; COOL HEADS AVERT BIG PANIC

Picture Machine Explosion at Matinee in Keeney's, Brooklyn, Creates no Fright, Because of Prompt Action by Attendants of Playhouse.

A flare of flame and gush of smoke from the moving picture machine in the rear of the gallery at Keeney's vaudeville theatre, Fulton street, near Grand avenue, Brooklyn, this afternoon caused some excitement among the audience sitting aloft and gave Special Fireman John Broderick a chance to do some quick extinguishing.

The Dillon brothers, song and dance performers, were in the midst of their turn on the stage, when there was a hiss and a small explosion from the moving picture machine, followed by a burst of flames as the apparatus caught fire. Instantly persons in the gallery rose and started for the door, but in an orderly manner and without yelling "Fire!" one of the Dillons cried: "It's nothing at all to be scared about."

## AUTOISTS RUN OVER CRIPPLED BOY AND SWIFTLY SPEED AWAY

Stop to Pick Up Their Victim, See That He Is Dying and Make Their Escape—Chauffeur, Arrested, Denies That His Car Injured Lad.

Four stylishly dressed men, occupants of a large black automobile which ran over and fractured the skull of fourteen-year-old Henry Flagg, a half-paralyzed boy, of No. 159 Avenue A, and dashed away, leaving the child dying on the cobblestones, are being sought by the police of the East Eighty-eighth street station.

The four men jumped from the car when someone of witnesses notified them that the boy had been struck, picked little Flagg up long enough to see that he probably was fatally wounded or dead, then dropped him to the street, directed their chauffeur to speed away and before any one of the indignant spectators could halt the vehicle they were lost to sight.

Two women, Mrs. Charles Rock, of No. 166 Avenue A, and her neighbor, Mrs. Mary Lotz, noted the car's number, "48,626."

Leo B. Gutman, of No. 12 East Eighty-eighth street, was registered with a car corresponding to the number furnished by the women. Two detectives went to his home. Carl Baumeister, the chauffeur, was found in front of the woman's residence. He was arrested. He declared that he knew nothing of the accident. Under pressure, however, he admitted being on Avenue A at the time the boy was run down, but declared that he was alone in the car except that a saloon man, named Martin, was with him. He had no knowledge of hitting the boy, and was pending the result of the victim's injuries.

Surgeons at the Presbyterian Hospital say the boy has small chances of life.

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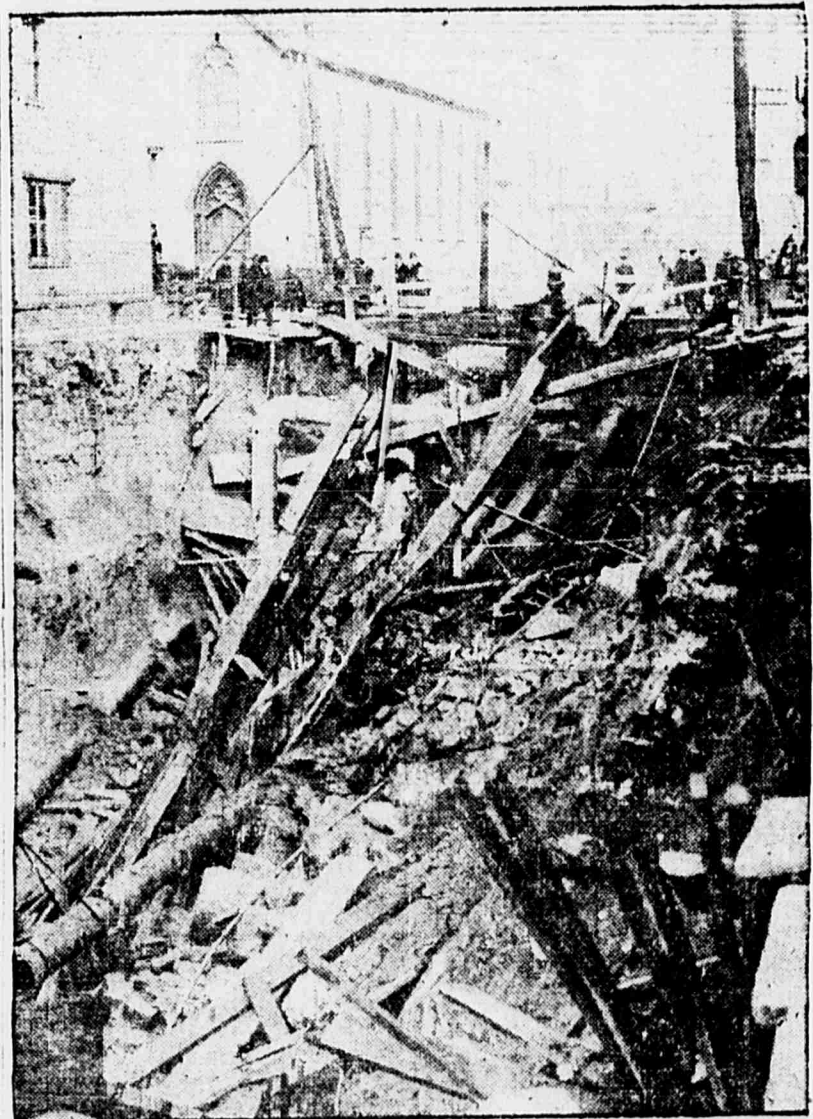
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## ROCKEFELLER KEEPS KELLOGG AT BAY DURING LONG DAY OF BATTLE

Scene of Brooklyn Explosion in Which Seventeen Lost Their Lives (Especially Photographed by a Staff Artist of The Evening World Immediately After the Catastrophe.)



## RICHARD CROKER IS GREETED LIKE CONQUERING HERO

Even Traffic Stops While Old Tammany Boss Passes Through Streets.

Richard Croker, private citizen, who has voluntarily taken up his residence in Ireland, was greeted upon his return to New York to-day as conquering heroes are greeted. Despite his wish that there should be no demonstration over his arrival, the old guard turned out in force.

As he walked down the gangplank from the Lusitania at the Cunard pier a crowd of silk-hatted politicians started a cheer that was taken up by longshoremen, Custom-House employees, policemen and the populace in general. Mounted policemen formed an escort for his automobile as he started away from the docks. Traffic on West street was held up until he and his entourage had passed.

On the revenue cutter which went down to meet the Lusitania were Thomas F. Smith, secretary of Tammany Hall; John Fox, president of the Democratic Club; Dr. John Crosby; Richard Croker, Jr.; Edward Croker, chief of the Fire Department; Michael F. Daly, Edward Cahill and H. P. Disbaker. Mr. Croker, standing on the back deck of the liner, waved his hand and smiled as the welcoming delegation climbed up the ladder from the cutter at Quarantine.

Standing with Mr. Croker were his daughter Ethel, his nieces, Mrs. Bowman and Mrs. Hewlett, and Mr. Hewlett, who accompanied him on the voyage.

(Continued on Fourth Page.)

Kull's Restaurant, 14-18 Park Pl., finest downtown. Open until midnight. Music.

Lawyer Milburn Vainly Protests Against Prosecutor Taking Up With Witness Matters That Took Place Since 1882.

## OIL KING'S MEMORY FAILS AT CONVENIENT TIMES.

Hazy as to Rebating Concerning Railroads Other Than the Pennsylvania, and Gains Time by Asking That Many of the Questions Be Repeated.

After displaying for two hours the keenness that made Standard Oil the biggest thing in the world, and him the richest man, John D. Rockefeller's memory suddenly failed him this afternoon when Trust Buster Frank Kellogg began to question him about the famous secret rebate of 1877 with the Pennsylvania Railroad, on which the Octopus laid the foundations of its commercial supremacy.

He couldn't recall things which one might have supposed would be at his tongue's end.

It was at this stage of the cross-examination before Referee Ferris, who is hearing the Government's suit to dissolve the trust, that John G. Milburn, chief counsel for Standard Oil, jumped up and cautioned Mr. Kellogg.

Mr. Milburn's Warning.

"Remember, by this line of interrogation you are making Mr. Rockefeller your own witness, and we are not bound by his answers, although we originally called him as a witness on his own behalf."

Undeterred by this warning Mr. Kellogg went ahead. He had already sworn earlier in the day to produce Rockefeller to admit that although he called the business a business of particular hazard and risk, it had never had a day's setback in its half-century's existence.

He also admitted that the Oil Trust's earnings in 1877 were \$10,000,000. As soon as the afternoon session began Mr. Kellogg went back to the oil shipment position, but he approached the delicate rebate issue indirectly by causing the witness to tell him something about shipping facilities in the early days of the industry before pipe lines came into general use and railroads were used altogether in getting the output from the oil fields to the seaport refineries.

"In those early days," said Mr. Kellogg, "the railroad rates were very important, were they not?"

"When the rate was \$1.50 a barrel for crude oil, wasn't that a very considerable factor?"

"Oh, no. It all depended on the price we got for the oil."

"Prior to the construction of pipe lines, the railroad rates were much more important than afterward?"

"Prior to 1881, the Standard refineries obtained their crude oil by shipments by rail? That is, to the seaboard?"

"I should say so; yes, sir."

"Who Fixed the Rates?"

"You say you did not have direct charge of the rates and transportation. Who did?"

"I think our Mr. Flagler did in those early years. Later, Mr. Archbold."

"Did not your brother, William?"

"He may have had something to do with it at one time, subsequent to those early days."

Mr. Rockefeller had had a little to do with arranging terms, but did not recall just in what capacity.

Mr. Rockefeller undertook to question his memory.

"Do you recollect," he asked, "an interview in 1877, at which there were

SOMETHING FOR NOTHING.

Bernheim & Co., 34 Ave. and 127th St., are presenting to every purchaser of \$12 or over in clothing or furnishings a beautiful gold-plated clock. It is enough to show the value in suits or overcoats at \$10, \$12 and \$15 are unequalled and this handsome Thanksgiving Gift shows the liberal spirit this old-established Clothing House treats its patrons.

## SORROWS OF A POOR OIL KING.

"We have constantly before us the prospect that we may wake up some morning and find the oil all gone."

"For fifty years we have been prepared at any moment, day or night, to hear the fire alarm. We are dealing with a very explosive product."

—From J. D. Rockefeller's Testimony To-day.

present himself, Mr. William Rockefeller, Mr. Flagler, Mr. Warden and Mr. Scott, then president of the Pennsylvania.

"The inference was that at this conference the great rebating agreement was hatched out."

"I was present at that interview," said Mr. Rockefeller, slowly. "I do not recall all that happened."

Then Mr. Kellogg referred to a suit brought by the State of Pennsylvania against the United Pipe Lines in 1878, in which was charged an improper conspiracy with the Pennsylvania by means of rebates, drawbacks and freight preferences.

The witness did not recall this suit.

"There may have been some such litigation," he said, "but I do not remember any of the particulars."

"Do you remember that that agreement provided for the dismissal of the suit brought against the United Pipe Lines?"

"No, I do not recall."

"It was a very important matter to the Standard Oil, was it not?"

"I could not say as to that. Mr. Kellogg, it might or might not have been."

"Did you testify in those suits?"

"I might have, Mr. Kellogg. I do not recall."

"Is it not a fact that Mr. Cassatt testified that large rebates were paid to the companies mentioned in the agreement by the Pennsylvania Railroad?"

"I do not recall, Mr. Kellogg."

"Do you not remember that such rebates were paid? Do you not remember in a general way?"

"I do not recall, Mr. Kellogg. I had nothing to do with the receipt or acknowledgment of any such payments, if there were any such."

His Memory Still Dim.

Mr. Rockefeller's memory refused to be refreshed after several statements were read to him. All he would say was: "I assume that to be correct, in a general way. I do not recall, Mr. Kellogg."

Isn't the very language of the agreement show that the Standard Oil

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